

The Columbus Democrat.

H. H. WORTHINGTON, Editor.

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SOCIETIES IN LOWNDEN COUNTY.



MASONIC.
COLUMBUS LODGE, No. 5.
S. S. Franklin, W. M. | N. E. Goodwin, Sec'y.
Meets at Columbus, on the 1st Friday of each month.

LOWNDEN LODGE, No. 114.
A. W. Lampkin, W. M. | O. T. Keeler, Sec'y.
Meets at Columbus, on the 3rd Friday of each month.

DARNEY LODGE, No. 144.
Scott Thompson, W. M. | Richardson, Sec'y.
Meets at Crawfordsville, on the 3rd Saturday of each month.

COLUMBUS R. A. CHAPTER, No. 4.
C. H. Albert, H. P. | N. E. Goodwin, Sec'y.
Meets at Columbus, on the 1st Monday after 1st Friday of each month.

I. O. O. F.
COVENANT LODGE, No. 20.
H. L. Bailey, N. G. | T. H. Williams, Secretary.
Meets at Columbus, every Saturday night.

McKENNEDY LODGE, No. 32.
Danl. Williams, N. G. | N. N. Davis, Secretary.
Meets at Columbus every Monday night.

FRIENDSHIP LODGE, No. 38.
M. R. Glenn, N. G. | W. Downing, Sec'y.
Meets at Barton, every Friday night.

New Year's Address.

Another and another! 'Tis the still
And solemn hour of midnight. Not a sound
Of mortal life disturbs the awful calm
That rests upon the dim and sleeping earth.
'Tis as if a wizard spell were laid
Upon the winds, the woods, the waves, the
streams;
For all the thousand voices that are wont
In this deep hour of darkness and of dreams,
To weave their low, mysterious cadences
In one wild chant of spirit-melody,
Are silent now, and there is naught to tell
The ear that nature lives. The holy stars,
The watchers of the night, are burning faint,
Like funeral lamps; the dark cloud-shadows
rest
Upon the still earth like a pall; the hills
And mountains stand like mourners; the
tall trees,
Leafless and solemn, bend their tops like
plumes
Above the birch, and let a countless throng
Of wan and ghastly phantoms seem to come
From the dim realm of shadows, to convey
The Old Year to his burial.

He is gone!
He breathed no sigh or groan in his death
hour,
But, with the awful stillness of a dream,
Passed to the mystic realm where dwell the
shades
Of years that passed before him. One more
wave,
Bright with our smiles and bitter with our
tears—
A wave that has reflected star and cloud,
The blue sky and the tempest's wrath, is
lost
In the great ocean of Eternity,
Whose dark and drear and shoreless waters
hide
The wrecks of empires and the wrecks of
worlds
From every eye but Gods.

Alas! gazing back
Upon the parted year, we darkly mourn
Its rich and wasted treasures. We recall,
With keen remorse, life's follies and its
crimes,
And tears are swelling in our stricken
hearts—
Vain tears, alas, how vain! And see! beside
The shadowy spectre of the silent Past
A sad and sorrowing Angel seems to stand,
Who, in a tone as mournful as the cry
Of a lost soul, rebukes us for our deeds
Of error, and implores us to be true
To earth and Heaven in all the coming time
That may be ours beneath the skies.

Here, here,
At one year's burial and another's birth—
Here, on this narrow isthmus in the sea,
Time's ever-surgant sea, oh let us pause
And deeply muse upon the two vast worlds,
Spread out on either hand before our eyes,
The Past and Future. From this lonely
height,
Straining our gaze far backward o'er the plain
That we have swiftly traversed, we behold,
All thickly scattered o'er the dreary space,
Unnumbered mounds, which mark the graves
of joys
And loves and hopes that thronged around
our path.

To charm our eyes and win our happy hearts
By their sweet smiles and wild enchanting tones,
And then sank down to mingle with the dust,
Like exhalations of the morning. We
Look earnestly upon the fairy vales,
Where, in life's spring time hours, we
lingered long
To gather garlands of sweet flowers to deck
The heart's own altars—but no flowers are
there.

The autumn winds and winter tempests swept
Above their blooming loveliness, and their souls
Perished in their bright beauty, and their souls
Of perfume passed to Heaven. With wearied
eyes,
And sad and aching hearts, we turn away
From the lone desolations of the past
To gaze upon Futurity, and there,
Through the long vista of the years, we see,
With fancy's eye, rich vales, as beautiful
As those through which in childhood's hours
we roved;
And there, joys, hope and loves, as fresh and
bright
As those which sprang and perished by our
side,
Seem fitting in the distance, wild and free,
And sweetly beckoning us to where they
dwell,
Like a young troop of Fairies.

A New Year,
A new, unsullied year, is ours. Its page,
Is sealed; we know not what is folded there;
We know not whether joy or agony,
We know not whether life or death, is writ
Within the fearful scroll, but 'tis enough
To know the gift is God's. Within our
breasts,
Amid love's blasted buds, joy's faded wreaths,
And hope's pale, withered garlands, one
bright flower,
Is still unruined, undimmed—the holy
flower
Of Faith divine. We feel, we know that He,
Who hath preserved us 'mid the thousand ills,
The countless dangers lurking in our paths,
Still holds us in the hollow of his hand,
And bids us trust in Him.

Farewell, Old Year!
May we, when called, like thee, from earth
away,
O'er, like thee, the summons, calm, serene,
Without one sigh or groan or wild heart
throb
To mark the moment of dissolving life.
And oh may we, within the Eden land,
Where Angel wings are glancing through
the air
And seraph songs are poured from rainbow
clouds,
Once more embrace the loved and lost whom
thou
Hast taken from us in thy silent flight.

ADDRESS TO THE CITIZENS OF LOWNDEN COUNTY IN BEHALF OF THE MOBILE AND OHIO RAIL-ROAD, WITH ACCOMPANYING DOCUMENTS.

TO THE PEOPLE OF LOWNDEN COUNTY:

In accordance with the wishes of many voters, the Police Court of Lowndes County, under authority of the acts of the State Legislature, have ordered an election to be held on Monday, the 31st day of January next, in order to test the sense of the county, in relation to subscribing for stock in the Mobile and Ohio Railroad, to aid in the construction of said road and to build a branch of the same in this county. The undersigned have been appointed a committee to address you upon the propriety of said measure.

In so doing we would not dare to dictate your course in relation to this matter, but having many years since identified our interest with the people of Lowndes, we trust it will not be considered presumptuous in us to present a few simple facts for your consideration.

It is unnecessary to amplify upon the benefits resulting to the people of this county from the construction of this Road. The greatly enhanced value of property, both real and personal—the employment which will be furnished for mechanics—the extension of marketing privileges to our planters and farmers for all their productions and for the purchase of all their supplies—the facilities afforded our merchants for quick, cheap and uninterrupted transportation at all seasons, thereby enabling them to realize remunerative profits at greatly reduced prices, equally beneficial to themselves and their customers—establishing a home-market for our cotton, thus saving to the planter the expense of commissions for the sale of it—the readiness and frequency with which small capitalists may replace their stock-in-trade realizing more from a small active capital with small profits than they can at present by large profits and a generally idle capital—a daily communication with Mobile and New Orleans in the South, and the larger cities in the North and Northwest at all seasons of the year, thereby enabling our citizens to convert into money every production of the soil from the fruit that now decays in their orchards to the great staple of the South—in short, opening resources to the people of this highly favored land so numerous that our space would not allow us to enumerate—we say it is unnecessary to amplify upon these advantages, because even without the proof furnished us by those States in which Railroads have been constructed, every reflecting mind will at once see the truth of them. No one with the lights before him, will at this day, assert, that incalculable benefits will not result to Lowndes county from the construction of this Road. All are friends to the Railroad project; upon that subject we are unanimous. The only question which at all divides the public mind, is, as to the manner of raising the means for the accomplishment of this work, in which all are interested.

The Directors of the Road have prudently determined not to involve the Company in pecuniary embarrassments which would hazard the final success of the work or cripple its operation for years. To prevent this, they have proceeded upon the plan that each county should incur the expense of grading and laying the timbers upon that portion of the road which passes within its limits.

It is well known that the General Government has given to the Company about one million, two hundred and fifty thousand acres of land along and near the track of said road, with the prospect of obtaining 550,000 acres more, as will be seen from Capt. Childs' letter published below, and which is estimated to be ample to furnish and lay the iron and purchase cars, engines, and machinery. With the exception of Lowndes, every county along the track of the route from Mobile to the mouth of the Ohio river in the States of Alabama, Mississippi, and Tennessee, has responded to the call of the Directors and provided proportionate amounts by private subscription and taxation to forward this great undertaking. The contracts have all been made and the work is now progressing from Citronelle to Pontotoc county. In Lowndes, however, the work has stopped. The contracts have not been made because the county has failed to provide the means necessary to construct the road through it. The Chief Engineer of the Road, a gentleman of talent and experience, whose estimates may be fully relied on has ascertained that the sum of \$90,000 will be necessary to complete the main trunk of the road in this county. Every effort has been made to raise the amount by private subscription but without avail. Many of our citizens have subscribed for stock with praiseworthy liberality, and have thereby secured the grading of the road for about half the route through the county, but the above sum is indispensable for the completion of the whole route through it. No more can be obtained by private subscription.

How shall the balance be obtained? is the question for us now to determine. We cannot believe that Lowndes county, will be so far recalcitrant to her own interest, as to refuse her aid in this magnificent work.

This county has been peculiarly situated in relation to this matter, which we know has been the main cause of her delinquency so far. Her people have heretofore been justly celebrated for their liberality, intelligence, and high sense of honor; and we believe it is only necessary to equalize their interest in order to insure their conjoint action. When the first proposition was made to raise the necessary amount by taxation, the advantages were so palpably unequal that the project failed. The Tombigby river divides the county into nearly equal portions. But the Road will run near the western line of the county, thus offering to those living west of the river, advantages greatly superior to those derived by the population on its eastern banks. These unequal benefits derived from an equal taxation produced much opposition to that plan of raising the required fund. In order to obviate this objection, the plan next proposed was to build a branch road from some point on the main trunk to the town of Columbus, on the east side of the river, thereby insuring equal advantages to the eastern part of the county.

This plan was submitted to the people, and a proposition made to raise by special taxation the sum of \$100,000; one half to be applied to the construction of the main Road; the other half to the branch Road. Some objections were urged to this plan by the friends of the Road, which caused its failure by some ten or twelve votes.

We shall notice some of these objections:
1st. It was urged by some of the friends of the Road that "the manner of raising the money (by taxation) was objectionable; that it ought to be raised by private subscription." To this, we reply that every effort has been made to obtain it upon this plan; but without success. All that can be raised by that mode has been done, leaving a balance necessary. What plan then, more just and equal can be devised for raising the balance than that of taxation? It is evident that all must derive advantages from the Road, when constructed. It is but right, then, that all should contribute in proportion to their means, to the accomplishment of this great work. From the man of small means the amount obtained will be small. From the man of larger means, a larger amount will be derived.

We can conceive of no mode for raising the means more just, if men are sincere in their professions of good will to the enterprise, or are willing to aid at all in forwarding it.

But properly speaking, this should not be regarded as a tax. It is nothing more nor less than a subscription for stock according to the means possessed by each man in the county; thereby making it trifling to most, and burdensome to none. For the proof of this, we refer you to the subjoined extracts from the acts of the Legislature, by which it will appear that the tax we pay, returns to each one, individually, as stock, and valuable stock too; judging from the success of other Roads, greatly inferior to this in advantages.

The receipts given us by the Sheriff for this Railroad tax, will be transferable, and will consequently become a subject of barter and sale, to be converted into stock.

Another objection urged to the last proposition was, that it was an entering wedge, or rather the beginning of burdensome demands hereafter to be made upon the people for the construction of the Road, and the Branch; some supposing that the amount ultimately required would reach a half million. To show the error of this idea, an estimate of the amount necessary for the completion of the main trunk through the county, and the Branch to Columbus, has been obtained from Captain Childs, (the Chief Engineer), which may be relied on as amply sufficient. This estimate we publish below, from which it will be seen that \$90,000 for the main Road, and \$125,000 for the Branch, is all that will be required, making the sum of \$215,000, the iron, machinery, &c., to be furnished by the Company, out of the land given to the Company by the General Government. Of this sum of \$215,000, the town of Columbus

proposes to raise, within its corporate limits \$50,000, leaving \$165,000 to be raised by the county—Columbus still contributing her proportionable share of the county tax. \$90,000 of this sum to be applied to the main trunk—\$75,000 to the Branch Road.

The present proposition to the people is to raise at once the amount necessary, and thereby insure the speedy completion of the Road, and Branch in our county. Another objection urged by many of the friends of the Road, (for we take it for granted that all are its friends, however little inclined they may be to aid in its construction,) was that the property holders in Columbus would be benefited by the Branch Road more than the property holders in the country. We never considered this a valid objection.

As the merchandise in towns is taxed more heavily than the same value of property in the country, it is evident that the tax upon town property must counterbalance whatever excess of advantage the town would derive from the construction of the Road, over and above that derived by the country. But another consideration—there is always a mutual interest and dependence existing between towns and the surrounding country. They sustain and support each other, and the value of property is always affected by the vicissitudes of each. Who does not know that if such a city as Mobile could be built up on the spot that Columbus now occupies, that landed estate for fifty miles around would be greatly increased in value? Or what planter in the county would take double the present value of his land, if it was in proximity to such a flourishing commercial city. The rule works always the same in proportion to the commercial importance of every town. The town supplies the country and the country the town; and such is their mutual dependence in the exchange of articles of trade, that both should feel alive and active in promoting the advantages of each other.

But in order to obviate this last objection, (as we before stated,) Columbus has resolved, by a vote, (only seven dissenting,) to raise within her corporate limits, the sum of \$50,000 to be expended in the construction of the branch road, besides bearing her equal share in raising the balance, to wit: \$165,000 for the main road and branch. Another, and the last objection we shall notice, which was urged at the recent election, was, that the tax was unequal in consequence of the belief entertained by many that the portion of county lying on the West side of the Tombigby river, paid a much larger amount of tax than the portion lying on the East side of the river. For the purpose of ascertaining how far this objection is valid, our efficient and accommodating Sheriff, Wm. H. H. Patterson, (at the solicitation of many of our citizens,) has by a careful calculation from his tax book furnished us with a certified statement of the amount of taxes paid on each side of the Tombigby river, which we publish below. From this, it appears that the amount of taxes collected upon each side of the river is nearly equal; and no one need be surprised at this, when he considers the fact already mentioned, of the unequal taxation established by our statute between merchandise and other kind of property. The tax collected upon property in the town of Columbus, is larger in proportion to property of the same value in the country, and by this the amount of taxes collected on each side of the river is equalized. If any plan of greater equality, with reference either to the general benefits accruing to the citizens of the county in the construction of the main Road and branch, or in raising the necessary means for their completion, than the one presented in the order of the Police Court, can be devised, we are at a loss to perceive it, and the man who can farther object to a subscription of stock by the county, upon the ground of sectional or individual inequality, may well doubt his friendship to the road.

We have now answered some of the objections urged at the last election by the professed friends of the Mobile and Ohio Rail Road, and we hope we may find them at the approaching election, manifesting their friendship by sustaining the proposition for a subscription for stock. But it is said by some that the road will certainly be built whether Lowndes shall subscribe for stock or not. If we do not perform our share of the work, other counties will build it through this, and we shall be as much benefited, as if we co-operated in the work. We would respectfully ask, would the people of Lowndes submit to this? or be willing to place the construction of the Road through this county upon any such footing? We trust, for the honor of our county we should answer indignantly "No," we will do our portion of the work, or else seek no advantage from the Road. But suppose for a moment that Lowndes county could descend to such degraded selfishness, as to suffer other counties to construct the Road through it; are you sure she would be equally benefited, as if she had done the work herself. You must recollect that shipments upon Rail Roads are not like shipments upon Rivers. The cars must run by exact time and have their fixed places of stoppage. The company establish at convenient distances, depots. At those places alone, the cars receive and deliver freight and passengers. What benefit would the Rail Road be to Lowndes should the company refuse to establish any depot in the county. But it may be said that the interest of the company would induce them to establish depots in the county. This is a great mistake; it is a matter, more of convenience to the county, than interest to the company. After the closing up of our river in the spring, the company will know, that all the trade and travel from this section of the country until the opening of navigation, will pass along the Rail Road, and it is of no consequence to them, whether we haul our produce and goods on wagons, fifty miles or five miles, they are neither gainer nor loser by it. They receive the same freight, whether we ship our produce and receive our goods from some point in Lowndes or from some depot either in the county of Monroe or Neshoba. We, and not the company are the sufferers. It may however be said, that the company would have more magnanimity, than to do this thing; we would trust they have; but with what grace could Lowndes county obstinately refuse to aid in the construction of this work, and ask for favor after its completion. We know not, what course the company would take, in case they are forced to build the Road for us, by the refusal of Lowndes to participate in the labor, we ought not to expect much favor from them. We throw out these considerations for the mature reflection of our citizens, whose interests may be materially affected by their decision.

The amount proposed to be raised in five annual installments is so inconsiderable, when divided amongst the wealthy and prosperous population of Lowndes county, we cannot conceive how any man can object; particularly when he reflects that he is annually losing double the amount of his tax, from being deprived of an early market for his productions and fall for the necessities of life, in consequence of the want of communication with the city of Mobile. This falls with peculiar hardship upon the poor, for the rich can supply themselves for the year, while the river is navigable.

The Directors of the Road, as will be seen by the extracts published below from Capt. Childs' letter to Gov. Whitfield, have confirmed the arrangement made by the Engineer in relation to furnishing the iron, engines, machinery, &c., for the branch Road; and only await the decision of the county to commence speedy operations. The stock holders of the Road hold their annual meeting in February next, and if the people shall decide against subscription for stock, at the coming election, the advantages now offered us, will no doubt be withdrawn and we shall never again realize the same benefits, which we can at this time, from a co-operation in the work.

These reflections, fellow-citizens, are respectfully submitted for your consideration—calmly and maturely weigh them, and if they shall have the effect of inducing you to authorize our Police Court in behalf of Lowndes county to subscribe for stock in the Mobile and Ohio Rail Road, we shall be well paid for our labor and shall consider ourselves, in some degree, public benefactors.

GEORGE R. CLAYTON,
THOMAS C. BILLUPS,
THOMAS CHRISTIAN.

LETTERS.

RAILROAD OFFICE, MACON,
December 1st, 1852.

To Col. BILLUPS—

Dear Sir—I estimate that your Columbus Branch Road will not exceed in length, including side tracts thirteen miles, and will cost approximately, as follows, to-wit:

Grading, Masonry, and Bridging, exclusive of Rigby Bridge,	\$65,000
Rigby River Bridge, complete, with drawway for steamers,	15,000
For timber and laying tracks, \$1,800 per mile, $\times 13 =$	23,400
For buildings, water fixtures, engineering expenses, station grounds and contingencies,	21,600
	\$125,000

Columbus subscription,	50,000
Additional required,	\$75,000

For iron rails, chairs and spikes at the present prices of iron,	\$91,000
For cars and engines,	20,000

Total for iron cars and engines, \$111,000

Should the price of iron fall back to the rate of last summer, this item of \$91,000 will be reduced to about \$60,000, and make the iron, cars and engines cost in the aggregate, \$80,000, or the total cost of Branch Road, \$205,000.

This is upon the principle that a Road thoroughly built, is the cheapest in the uses for which it is designed, and in no other will I, as an engineer recommend the investment of money.

The sum of (\$125,000) one hundred and twenty-five thousand dollars is sufficient for the whole local work when applied judiciously to such a line of location, as the country will very plainly furnish. With the additional sum of ninety thousand dollars for the main Road in Lowndes county, and the seventy-five thousand for the branch to Columbus, both will be carried rapidly on to completion. The Branch may be located and under contract by the first of April next, and completed in twelve months, so as to transport the iron for the main Road, during the spring and summer of 1854.

Very truly and respectfully,
I am yours,
J. M. CHILDE,
Chief Engineer and General Agent.

STATEMENT SHOWING AMOUNT OF TAXES PAID ON EACH SIDE OF TOMBIGBY RIVER IN LOWNDEN COUNTY.

AMOUNT OF TAXES COLLECTED WEST SIDE OF RIVER.	
Personal tax,	\$5,180 76
Land Tax,	2,910 84
	\$8,091 60

AMOUNT OF TAXES COLLECTED EAST SIDE OF RIVER.	
Personal Tax,	\$6,163 53
Land Tax,	1,467 70
	\$7,631 23

Amount of Taxes paid by persons living east side and owning personal property on east and west side including all their personal property, 1,339 10—\$8,970 33

Making a difference in favor of east side river of \$878 73

The above statement of the amount of taxes assessed to persons on east and west side of the river, respectively, is taken from the tax books now in my office for the year 1852.

I have made this statement out at the request of many citizens, and believe it to be correct. The books are open at all times for those who feel interested to examine for themselves.

WM. H. PATTERSON,
Sheriff of Lowndes county, Mississippi.

December 13th, 1852.

MONTGOMERY, ALA., Dec. 20th, 1852.

To Gov. WHITFIELD:—
My Dear Sir—The stock subscriptions in Tennessee, to the Mobile and Ohio Rail Road, render it certain that the line through that State will be ready for contracts in January. I write now to inform you that my contract with you respecting the Branch Road to Columbus has been confirmed by the Board of Directors, and to beg of you and all friends of the Roads, (both main and Branch,) to secure the vote of the county for the deficit sum of \$165,000 as proposed. Without this, we cannot go on, and will not, beyond the contracts already out. Please write me at Springfield, Mass., the result of the vote. If successful, the Directors have authorized me to lay out the Branch immediately, for which purpose, a surveyor will be sent to Columbus on the receipt of your letter announcing an affirmative vote.

I know the county well and can instruct the surveyor what trial lines to run before my return South, that a choice may be made at an early day. It will be an important object with the Rail Road Company to hasten the construction of the Branch Road, as the best mode of conveying iron to the main line—for which it must be completed in about twelve months, and the engines and cars contracted for soon, deliverable at Columbus the first high water of next December. By such service, the Branch will begin a profitable income, besides transporting the people and crops of the west portion of the county to and from Columbus.

My Dear Sir, this Lowndes county subscription is the last great move for the completion of the Mobile and Ohio Road. Let it not fail, and your splendid county be recorded as the last as well as the last efficient friend of the work.

Most truly yours,
JOHN CHILDE,
General Agent.

WASHINGTON D. C. Dec. 26th, 1852.

Gov. WHITFIELD:—
My Dear Sir—The amount of land conceded by the General Land Office under the law of Sept. 1850, exceeds 1,250,000 acres, and we have a good claim from a different and fair construction of the act, for 550,000 acres more. It will be seen that for our 50,000 shares of stock, required for the local work, there will be over 24 acres to each share, and upwards of 12 acres per share on the whole capital of the Rail Road Company.

Steps will be taken to receive the additional 550,000 acres. In haste, respectfully and truly Yours,

JOHN CHILDE.

EXTRACTS FROM THE ACT OF 1852.

Section 1. Be it enacted by the Legislature of the State of Mississippi, That it shall be, and is hereby made the duty of the tax collector of each county of this State, in which the people of said county have, or may hereafter, imposed a tax upon themselves for the purposes of aiding in the construction of the Mobile and Ohio Rail Road, to issue to each tax payer a separate receipt for the amount of said Rail Road tax.

Sec. 2. Be it further enacted, That it shall be, and is hereby made the duty of the President of the Board of Police for each of the aforesaid counties, on the presentation of the amount of one hundred dollars of said Rail Road Receipts to receive and file the same, and transcribe a share of the stock subscribed for in the Mobile and Ohio Rail Road company, by said county, to the individual so presenting said Receipts.

Sec. 3. Be it further enacted, That the said Rail Road tax receipts provided for in the act, shall be, and is hereby made transferable by delivery.

Sec. 4. The Governor of Virginia, in a message to the Legislature, communicating all the facts of the Lemmon case, pronounces the decision illegal, and asks an appropriation by the State, to pay the expenses of the appeal taken to the United States Supreme Court.

STRAYS.
TAKEN UP by James C. McCall, living 5 miles from Columbus on the Macdon Road, on the 2nd December, 1852, a BLACK MARE, about 12 or 13 years old, with a white place on both hind feet and a white streak on the nose; supposed to be in foal. Appraised at \$25.00.
JOHN P. KRECKER, Ranger.

Dec. 2—3w.
TAKEN UP by F. A. Alexander, living two miles west of Columbus, on the 26th day of November, a CHESTNUT SORREL HORSE, with bald face, the left hind leg white up to the knee, 10 or 12 years old. Appraised at \$35.00.
JNO. P. KRECKER, Ranger.

Dec. 2—3w.
CHARLES H. NORSE,
Attorney and Counselor at Law,
Columbus, Miss.